

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB 14D

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Harrison

CODE# 061-33838

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/09/99

CONTACT William R. McCormick PHONE # (513) 721-5500

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 721-0607

E-MAIL _____

PROJECT NAME: Harrison Avenue Rehabilitation Ph. IV

SUBDIVISION TYPE

(Check Only 1)

- 1. County
- ☒ 2. City
- 3. Township
- 4. Village
- 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- 1. Grant \$ 400,000
- 2. Loan \$
- 3. Loan Assistance \$

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
- 2. Bridge/Culvert
- 3. Water Supply
- 4. Wastewater
- 5. Solid Waste
- 6. Stormwater

TOTAL PROJECT COST: \$ 800,000.00

FUNDING REQUESTED: \$ 400,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 400,000.00

LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

☒ State Capital Improvement Program

☐ Local Transportation Improvements Program

☐ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____

\$ _____

Local Participation _____ %

_____ %

OPWC Participation _____ %

Project Release Date: ____ / ____ / ____

OPWC Approval: _____

APPROVED FUNDING:

Loan Interest Rate:

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____ / ____ / ____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:

\$ _____ .00

Preliminary Design \$ _____ . 00

Final Design \$ _____ . 00

Bidding \$ _____ . 00

Construction Phase \$ _____ . 00

Additional Engineering Services

\$ _____ .00

***Identify services and costs below.**

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$ _____ .00

c.) Construction Costs:

\$ 800,000 .00

d.) Equipment Purchased Directly:

\$ _____ .00

e.) Permits, Advertising, Legal:
(Or Interest Costs for Loan Assistance
Applications Only)

\$ _____ .00

f.) Construction Contingencies:

\$ _____ .00

g.) TOTAL ESTIMATED COSTS:

\$ 800,000 .00

***List Additional Engineering Services here:**
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ _____ .00	_____
b.) Local Revenues	\$ <u>250,000</u> .00	<u>31</u>
c.) Other Public Revenues	\$ _____ .00	_____
ODOT	\$ _____ .00	_____
Rural Development	\$ _____ .00	_____
OEPA	\$ _____ .00	_____
OWDA	\$ _____ .00	_____
CDBG	\$ _____ .00	_____
OTHER _____	\$ <u>150,000</u> .00	<u>19</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>400,000</u> .00	<u>50</u>
d.) OPWC Funds		
1. Grant	\$ <u>400,000</u> .00	<u>50</u>
2. Loan	\$ _____ .00	_____
3. Loan Assistance	\$ _____ .00	_____
SUBTOTAL OPWC RESOURCES:	\$ <u>400,000</u> .00	<u>50</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>800,000</u> .00	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____

STATUS: (Check one)

Traditional _____
Local Planning Agency (LPA) _____
State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Harrison Avenue Rehabilitation

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Project is located in the City of Harrison. The project limits are from Broadway to State Road. Please see attached location map.

PROJECT ZIP CODE: 45030

B: PROJECT COMPONENTS:

- 1.) Mill existing pavement.
- 2.) Curb Removal
- 3.) Full and partial depth pavement repair
- 4.) Widen pavement in downtown area with on-street parking to 42 ft.
- 5.) Install new curb
- 6.) Reconstruct catch basins and manholes.
- 7.) Replace storm sewer inlet lines.
- 8.) Pavement overlay (full width)

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Project length: 3100 LF

Existing road width: 40 feet

Existing catch basins are dilapidated, and existing curb is deteriorating.

Pavement is severely distressed with numerous base failure and wheel ruts.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 10,500 Year: 1999

Projected ADT: same Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ Proposed Rate: \$

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 760,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 40.000 00

4.0 PROJECT SCHEDULE: *

	<u>BEGIN DATE</u>	<u>END DATE</u>
<u>4.1 Engineering/Design:</u>	<u>07/01/99</u>	<u>5/31/00</u>
<u>4.2 Bid Advertisement and Award:</u>	<u>6/01 /00</u>	<u>7/01 /00</u>
<u>4.3 Construction:</u>	<u>10/1 /00</u>	<u>12 /31/01</u>
<u>4.4 Right-of-Way/Land Acquisition:</u>	<u>NA</u>	<u>/ /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

<u>OFFICER</u>	<u>Dan Gieringer</u>
<u>TITLE</u>	<u>Mayor</u>
<u>STREET</u>	<u>300 George Street</u>
<u>CITY/ZIP</u>	<u>Harrison, Ohio 45030</u>
<u>PHONE</u>	<u>(513) 367-2111</u>
<u>FAX</u>	<u>(513) 367-3592</u>
<u>E-MAIL</u>	<u></u>

5.2 CHIEF FINANCIAL

<u>OFFICER</u>	<u>Mary Lou Dawson</u>
<u>TITLE</u>	<u>Finance Director</u>
<u>STREET</u>	<u>300 George Street</u>
<u>CITY/ZIP</u>	<u>Harrison, Ohio 45030</u>
<u>PHONE</u>	<u>(513)367-3730</u>
<u>FAX</u>	<u>(513)367-3733</u>
<u>E-MAIL</u>	<u></u>

5.3 PROJECT MANAGER

<u>TITLE</u>	<u>William R. McCormick</u>
<u>STREET</u>	<u>Project Engineer</u>
<u>CITY/ZIP</u>	<u>2021 Auburn Avenue</u>
<u>PHONE</u>	<u>Cincinnati, Ohio 45219</u>
<u>FAX</u>	<u>(513) 721-5500</u>
<u>E-MAIL</u>	<u>(513)721-0607</u>

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Certifying Representative (Type or Print Name and Title)

Donna J. Stenger - MAYOR 9/23/99
Signature/Date Signed

PROJECT: HARRISON AVENUE PHASE IV
ENG. EST.: \$800,000

ENGINEER'S
ESTIMATE

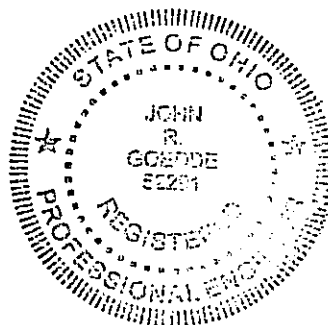
REF. NO.	ITEM NO.	DESCRIPTION	UNIT	QUAN	UNIT PRICE	TOTAL
1	202	WALK REMOVED	SF	18,000	2.00	\$ 36,000.00
2	202	INLETS/MANHOLES REMOVED	EA	24	500.00	\$ 12,000.00
3	202	WEARING COURSE REMOVED	SY	14,000	2.00	\$ 28,000.00
4	202	PAVEMENT REMOVED (FULL DEPTH)	SY	6,000	10.00	\$ 60,000.00
5	202	CURB REMOVED	LF	5,000	6.00	\$ 30,000.00
6	202	PIPE REMOVED	LF	1,000	10.00	\$ 10,000.00
7	202	DRIVE APRON REMOVED	SY	800	20.00	\$ 16,000.00
8	301	BITUMINOUS AGGREGATE BASE	CY	1,100	80.00	\$ 88,000.00
9	402	ASPHALT CONCRETE (LEVELING)	CY	600	80.00	\$ 48,000.00
10	404	ASPHALT CONCRETE SURFACE	CY	400	80.00	\$ 32,000.00
11	452	CONCRETE DRIVE APRONS	SY	800	40.00	\$ 32,000.00
12	603	12" CONDUIT	LF	600	55.00	\$ 33,000.00
13	603	15" CONDUIT	LF	400	60.00	\$ 24,000.00
14	604	CATCH BASINS	EA	20	2,000.00	\$ 40,000.00
15	604	STORM MANHOLES	EA	15	2,000.00	\$ 30,000.00
16	608	CONCRETE WALK	SF	18,000	3.00	\$ 54,000.00
17	609	CONCRETE CURB	LF	6,200	15.00	\$ 93,000.00
18	614	MAINTAIN TRAFFIC	LS	1	30,000.00	\$ 30,000.00
19	623	CONSTRUCTION LAYOUT STAKES	LS	1	25,000.00	\$ 25,000.00
20	624	MOBILIZATION	LS	1	15,000.00	\$ 15,000.00
21	SPL	UTILITY ADJUSTMENTS	LS	1	30,000.00	\$ 30,000.00
22	SPL	SEAL CISTERN	LS	1	10,000.00	\$ 10,000.00
23	SPL	TOPSOIL/SOD RESTORATION	SY	2,000	7.00	\$ 14,000.00
24	SPL	PAVEMENT MARKINGS	LS	1	10,000.00	\$ 10,000.00

TOTAL ESTIMATED COST

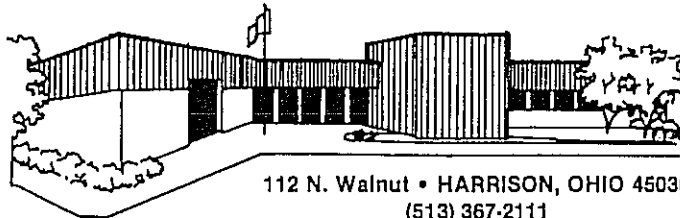
\$800,000.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 20 YEARS.


JOHN R. GOEDDE, P.E.



CITY OF HARRISON



September 23, 1999

STATUS OF FUNDS CERTIFICATION SCIP 2000 Project

CITY OF HARRISON

The City of Harrison will use \$250,000 from its local budget for its participation in the Harrison Avenue Reconstruction project.

Mary Lou Dawson, Finance Director
City of Harrison

RESOLUTION NO. 12 - 99

A RESOLUTION AUTHORIZING FILING OF APPLICATION FOR 2000 ISSUE TWO FUNDS AND EXECUTION OF PROJECT AGREEMENT WITH OHIO PUBLIC WORKS COMMISSION

WHEREAS, the City Council of the City of Harrison has determined that it would be in the best interest and promote the general welfare of the community to apply for 2000 Issue Two funds and enter into an agreement with the Ohio Public Works Commission.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF HARRISON, OHIO as follows:

SECTION I

That the City Council of the City of Harrison hereby approves filing an application for 2000 Issue Two funds to the District Public Works Integrating Committee.

SECTION II

That the Mayor of the City of Harrison is hereby authorized and directed to execute a Project Agreement with the Ohio Public Works Commission.

SECTION III

This Resolution shall take effect and be in full force and effect from and after the earliest date provided by law.

Dated: July 6, 1999.

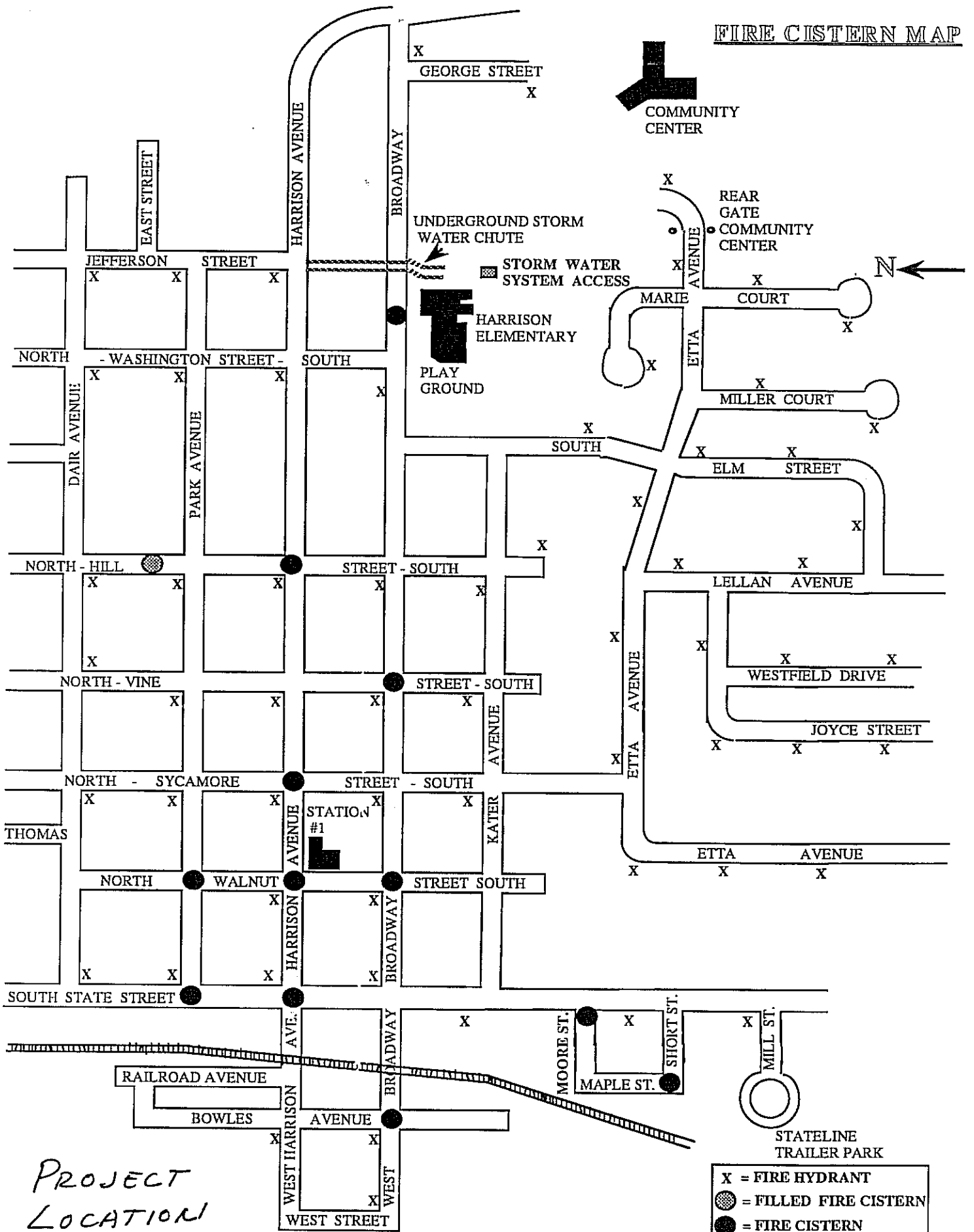
Daniel J. Greiner
Daniel J. Greiner Mayor

ATTEST:

Carol Wiwi
Carol Wiwi, Clerk

This Resolution was prepared by William J. Ennis, Director of Law.

FIRE CISTERN MAP





Harrison Fire Department

Alan R. Kinnett, Chief

Station 56
200 Harrison Avenue
Harrison, OH 45030

Station 57
10250 West Road
Harrison, OH 45030

Fax
(513) 367-3712

John W. Turner, Sr.
Assistant Chief

Station 56
(513) 367-4194

Captain Steve Potter
Lieutenant Jim Bucher
Lieutenant Greg Chetwood

Station 57
(513) 367-3719

Captain Mike Haberthier
Lieutenant Cam Kugler
Lieutenant Allen Walls

EMS Division
(513) 367-3710

Captain Jon Payne
Lieutenant Jim Davis
Lieutenant Paul Montavon Jr

Duty Officers

Captain Mike Haberthier
Captain Steve Potter
Lieutenant Jim Thomas

September 22, 1999

Mr. Joseph Cottrill
District 2 Liaison Officer
Hamilton County Engineer's Office
133 E. Court Street, Room 700
Cincinnati, OH 45202

RE: SCIP APPLICATION, CITY OF HARRISON
HARRISON AVENUE

Dear Mr. Cottrill:

As stated in the attached application, there are several safety issues concerning the current condition of Harrison Avenue in the downtown area of the city.

One very serious concern is that there are cisterns, which were constructed approximately 100 years ago, underneath the pavement. Therein lies a risk that the roadway could collapse in the area where these old cisterns are. The Harrison Fire Department has a map of the cisterns which we are aware of. There may also be additional cisterns which we are unaware of, increasing the need for reconstruction of this road.

The cisterns must be sealed in order to reduce this dangerous risk of injury and liability. Please do not hesitate to call me with any questions you may have.

Sincerely,

Alan Kinnett, Chief
Harrison Fire Department



Charles R. Lindsey, Chief of Police
Office (513) 367-3715 FAX (513) 367-3713

ppf
To: Colonel Lindsey

09/23/1999

From: Sgt. Steve Wilson
O.I.C Traffic Safety

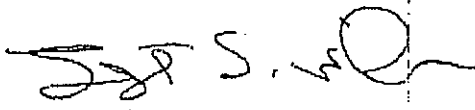
Subject: Harrison Avenue

Colonel,

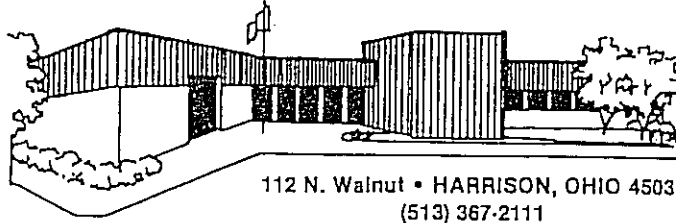
In the past ten years of my employment with the City of Harrison Police Department, most of which as a traffic officer, I have noted a high level of "side swipe" type auto crashes that have occurred due to the narrow width of Harrison Avenue. These crashes have ranged from struck mirrors to vehicle doors taken off. I have witnessed dozens of near miss collisions as trucks and autos attempt to drive down the roadway. Currently, the width of Harrison Ave. being 33.8' and parking areas consuming 15.7', this leaves a mere 18.1' for travel down this section of roadway. This area is in severe need of widening to provide the motorist with a safer roadway to park and travel on, considering that this portion of the our City is US route 52 and has considerable traffic including tractor trailer trucks.

Due to the operating functions of our computerized auto crash reports, it is not possible to retrieve the exact number of these types of crashes. This would require a police clerk manually checking hundreds of auto crash reports and property damage reports to ascertain the total amount of occurrences of this type.

Respectfully Submitted,


Sgt. Steve Wilson

CITY OF HARRISON



CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Harrison Avenue Phase IV application are true and accurate as to the best of my knowledge.



Daniel W. Schoster, P.E.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed
Fair

Poor X
Good

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded: Existing pavement is in critical condition with increasing areas of base failures and rutting in wheel lanes. Drainage is severely impacted due to insufficient curb and loss of crown, which is exacerbated by the flat longitudinal slope of the street. Catch basins and laterals are in poor condition and need to be supplemented to improve drainage. Last resurfaced prior to 1970.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

4 Weeks/months (Circle one)

Are preliminary plans or engineering completed?

Yes No

Are detailed construction plans completed?

Yes No

Are all right-of-way and easements acquired?*

Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project:

Of these, how many are

Takes, Temporary, Permanent

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired. -

Are all utility coordination's completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 12 weeks/months

- 3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

Safety along the roadway will be improved by widening the roadway section in areas of on-street parking, alleviating traffic accident occurrences (see attached report).. Health and safety are both enhanced by improving the drainage in the street which will eliminate roadway icing, especially in front of the school. Additionally, widening the roadway will allow easier travel for fire trucks along Harrison Avenue (i.e. section located at Harrison & Walnut). Also, existing 100 year old cisterns located in Harrison Avenue (see attached letter) will be sealed, removing the potential for collapse and eliminating an existing safety hazard.

- 4) What types of funds and what percent of the project cost are to be utilized for matching funds for this project ?

Federal	%	ODOT	%	Local 250,000.00	31 %
MRF\$150,000.00	19 %	OWDA	%	CDBG	%
Other					%

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

- 5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

<u>Complete Ban</u>	<u>Other Ban</u>
<u>No Ban</u> <u>X</u>	<u>(specify)</u>

Will the ban be removed after the project is completed?

Yes No

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 10,500 X 1.20 = 12,600 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects.)

Yes X No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This portion of Harrison Avenue includes the business district and densely populated residential areas, and experiences high volumes of vehicular traffic. Harrison Ave. is the primary thoroughfare which connects the downtown areas and industries along Campbell Rd. to I-74. Because of the proximity to the Indiana state line (i.e. State Road), this section of Harrison Avenue is also the primary route for access to I-74 for West Harrison and many other Dearborn County residents.

- 9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS

Proposed LOS

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

How will the proposed project alleviate serious traffic problems or hazards?

10) Will the proposed project generate user fees or assessments?

Yes _____ No x _____

If yes, what user fees and/or assessments will be utilized?

11) How will the proposed project enhance economic growth? (Please be specific)

Harrison Avenue is the heart of the Harrison Business District, which has been undergoing redevelopment, utilizing the Main Street Program, for over three years. These improvements will significantly improve the likelihood of attracting new businesses and growing existing ones. In addition, the City of Harrison has an important industrial base which can utilize this business district. These improvements will also enable that sector to grow.

12) What fees, levies or taxes pertain to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa)

License plate tax in effect

ADDITIONAL SUPPORT INFORMATION

PRIORITY LIST OF PROJECTS PROGRAM YEAR 2000 ROUND 14

Name of Jurisdiction: City of Harrison

Please supply the Integrating Committee a listing, *in order of priority*, of all projects applied for in this round of funding. A maximum of five projects may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
<u>1</u>	<u>Harrison Avenue Rehabilitation Ph. IV</u>
<u>2</u>	<u></u>
<u>3</u>	<u></u>
<u>4</u>	<u></u>
<u>5</u>	<u></u>

**SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001**

NAME OF APPLICANT: HARRISON

NAME OF PROJECT: HARRISON AVE PH. IV

SCIP

FIELD SCORE: 337

APPEAL SCORE: _____

FINAL SCORE: _____

LTIP

FIELD SCORE: 207

APPEAL SCORE: _____

FINAL SCORE: _____

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed	curb : gutter bad	SCIP	<u>20</u>	X	<u>5</u>	=	<u>100</u>
23 - Critical							
20 - Very Poor	East edge - 17	LTIP	<u>20</u>	X	<u>1</u>	=	<u>20</u>
17 - Poor							
15 - Moderately Poor	Western - 20						
10 - Moderately Fair	middle 23						
5 - Fair Condition							
0 - Good or Better							

2) How important is the project to the safety of the Public and the citizens of the District and/or service area? collapsed cistern, widening road 2'

25 - Highly significant importance	SCIP	<u>15/10</u>	X	<u>1</u>	=	<u>15</u> 10
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>13/10</u>	X	<u>4</u>	=	<u>60</u> 40
10 - Minimal importance						
0 - No measurable impact						

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance	SCIP	<u>0</u>	X	<u>1</u>	=	<u>0</u>
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>0</u>	X	<u>0</u>	=	<u>0</u>
10 - Minimal importance						
0 - No measurable impact						

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project	SCIP	<u>25</u>	X	<u>3</u>	=	<u>75</u>
20 - Second priority project						
15 - Third priority project	LTIP	<u>25</u>	X	<u>1</u>	=	<u>25</u>
10 - Fourth priority project						
5 - Fifth priority project or lower						

5) Will the completed project generate user fees or assessments?

10 - No

0 - Yes

$$\text{SCIP } \underline{10} \times \underline{5} = \underline{50}$$

$$\text{LTIP } \underline{10} \times \underline{0} = \underline{0}$$

6) Economic Growth - How the completed project will enhance economic growth (See definitions).

10 - The project will directly secure significant new employers

$$\text{SCIP } \underline{30} \times \underline{0} = \underline{0}$$

7 - The project will directly secure new employers

5 - The project will secure new employers

$$\text{LTIP } \underline{30} \times \underline{4} = \underline{120}$$

3 - The project will permit more development

0 - The project will not impact development

no documentation

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

$$\text{SCIP } \underline{6} \times \underline{5} = \underline{30}$$

10 - 50% or higher

8 - 40% to 49.99%

$$\text{LTIP } \underline{6} \times \underline{1} = \underline{6}$$

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

8) Matching Funds - OTHER

10 - 50% or higher

$$\text{SCIP } \underline{2} \times \underline{2} = \underline{4}$$

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

1 - 1% to 9.99%

0 - Less than 1%

$$\text{LTIP } \underline{2} \times \underline{5} = \underline{10}$$

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

10 - Project design is for future demand.

$$\text{SCIP } \underline{2} \times \underline{0} = \underline{0}$$

8 - Project design is for partial future demand.

6 - Project design is for current demand.

$$\text{LTIP } \underline{2} \times \underline{10} = \underline{20}$$

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

$$\text{SCIP } \underline{5} \times \underline{5} = \underline{25}$$

$$\text{LTIP } \underline{5} \times \underline{5} = \underline{25}$$

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

$$\text{SCIP} \quad \underline{8} \times \underline{0} = \underline{0}$$

8 -

6 - Moderate impact

$$\text{LTIP} \quad \underline{8} \times \underline{1} = \underline{8}$$

4 -

2 - Minimal or no impact

- 12) What is the overall economic health of the jurisdiction?

10 Points

$$\text{SCIP} \quad \underline{6} \times \underline{2} = \underline{12}$$

8 Points

6 Points

$$\text{LTIP} \quad \underline{6} \times \underline{0} = \underline{0}$$

4 Points

2 Points

- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

$$\text{SCIP} \quad \underline{0} \times \underline{2} = \underline{0}$$

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

$$\text{LTIP} \quad \underline{0} \times \underline{2} = \underline{0}$$

0 - Less than 20% reduction in legal load

- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

*NO
certification*

$$\text{SCIP} \quad \underline{8} \times \underline{2} = \underline{16}$$

$$\text{LTIP} \quad \underline{8} \times \underline{5} = \underline{40}$$

- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide certification of which fees have been enacted.)

5 - Two or more of the above

$$\text{SCIP} \quad \underline{3} \times \underline{5} = \underline{15}$$

3 - One of the above

0 - None of the above

$$\text{LTIP} \quad \underline{3} \times \underline{5} = \underline{15}$$

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (***Documentation required.***))

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction shall submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). *The applying jurisdiction must submit documentation.*

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.